

ALLIANCE FOR SUSTAINABLE TRANSPORTATION

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Mission Statement

To support the following principles:

1. A comprehensive, integrated transportation system is essential to public health and safety, social equity, livable communities, sustained economic prosperity, responsible energy use, and environmental protection.
2. Citizens should have access to integrated modes of transportation, which enable all to participate fully in society regardless of age, gender, disability, or economic status.
3. Transportation systems function best when properly integrated and managed, and adequately funded, which may require permanent subsidy from tax funds to provide adequate service levels.
4. Transportation policies should reflect and emphasize the needs of people rather than vehicles.

alliance for a new transportation charter

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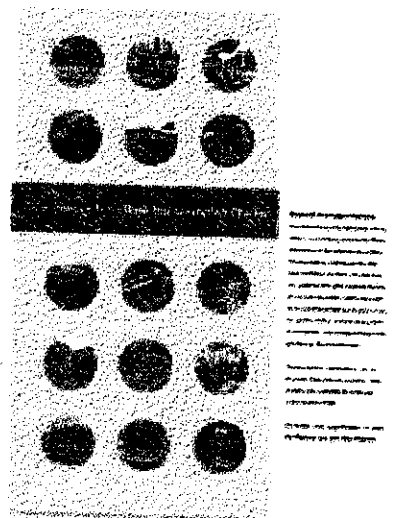
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the new transportation charter

WE ARE individuals, organizations, public officials, government agencies and businesses from across the nation, involved in a wide range of community activities, drawn together by a common purpose to bring transportation into better service of our efforts to improve the lives of all Americans. We foresee a new approach to transportation.

WE RECOGNIZE that the reforms of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) gave our states, regions, communities and the public new tools to use transportation investments as a means to achieve broader public objectives. While many states have embraced ISTEA's tenets of community involvement and empowerment of local decision-makers, no state has yet implemented ISTEA to its full potential. Today, American communities continue to struggle under the burden of a transportation paradigm that delivers one-size-fits all highway and road investments, while an intermodal, multi-modal transportation system that can deliver broader community outcomes is within our reach.



Click here for a pdf version of the charter

WE CALL NOW for the development and implementation of local, state, and national transportation policies that provide real changes in transportation planning and investments that fully embrace the following principles:

Enhanced Public Health, Safety, and Security

Our transportation system should provide a secure travel environment, protect all users, use all available methods to reduce deaths and injuries from crashes, promote cleaner air and water quality, provide access to essential destinations, encourage healthy physical activity, and have the capability to maintain operations during emergencies.

Promotion of Social Equity and Livable Communities

The transportation system should be socially equitable and strengthen civil rights; enabling all people to gain access to good jobs, education and training, and needed services. Where possible, personal transportation expenses should be minimized in ways that support wealth creation. Integrated with land use planning, transportation should also enhance the quality, livability and character of communities and support revitalization without displacement. The transportation system should allow every American to participate fully in society

whether or not they own a car and regardless of age, ability, ethnicity, or income.

Sustained Economic Prosperity

The transportation system should provide for the efficient and reliable delivery and distribution of goods and services to all markets, serve employer needs for recruitment and retention of a high-quality workforce, and be redundant, resilient, reliable and resistant to service and system disruptions. In addition, transportation investments should support local and regional economic objectives and recognize efficient activity centers as the drivers of economic prosperity and sustainable growth.

Improved Energy Use and Environmental Protection

Transportation investments, services and incentives should meet our travel needs, promote economic prosperity and environmental justice, preserve and protect open space, scenic resources and agricultural land, protect and enhance the integrity of natural resource systems and wild places and improve air and water quality. Such efforts can promote resource efficiency and energy conservation, while reducing reliance on foreign oil and offering solutions to climate change.

WE BELIEVE that to achieve the full spirit and intent of these principles, there are fundamental challenges that remain and must be addressed, including:

- 1)** Reform existing governance structures - which after ten years are not working, particularly at the state and regional levels - to ensure that governmental actions respond more directly to the public's desire for increased accountability, better performance and broader choice.
- 2)** Restructure existing incentives to favor system rehabilitation, improved operations and alternative transportation development rather than expansion of new highway capacity.
- 3)** Redirect investment policies to reward commitments to existing neighborhoods and communities (where all Americans now live, work and produce most of nation's economic output) including strategic investments that integrate key transportation and economic assets in these communities such as rail linkages to airports, downtowns and transit and intermodal centers.
- 4)** challenge traditional transportation providers and institutions to modernize their practices, procedures and decision-making to be more responsive to the public and community interests.

WE CALL ON OUR LEADERS to join with our many organizations, governments, businesses and individuals from across the nation to use the power of America's transportation investments to reaffirm and strengthen these principles and to address the remaining obstacles and impediments to the achievement of these outcomes.

SIGNED

Good afternoon. I am Kevin Johnson of 1832 Pinedale Avenue, and am here representing the Alliance for Sustainable Transportation. We are a grassroots organization dedicated to establishing a functional multi-modal transportation system for Lincoln and Lancaster County. What our members share in common, is the knowledge of the importance good transportation policies play in a livable community and a desire that Lincoln provide transportation choices. I have included as handouts both our Mission Statement and The Alliance for a New Transportation Charter that we have enthusiastically endorsed.

As an advisory committee to Councilman Werner, we were the driving force behind the process by which the very study you are doing was included in the Comprehensive Plan. Consequently we have a great interest in the proceedings of this committee and we would like to thank each and every one of you for taking the time from your own busy lives to work on this most important issue. How important? Lets take a closer look at this document that is the planning "bible" for our community.

In the "Future Conditions" section of the Comprehensive Plan there are 16 chapters not counting the introduction. Some aspect of

transportation is mentioned in 15 of those 16 chapters. As for the section without reference, Historic and Cultural Resources, it certainly is implied that actions such as widening roads through historic districts has a negative impact on our community. Please also note that the Mobility and Transportation section is by far the largest section of the plan. Transportation is as much, if not more, about how we build our **community** then it is about how we build roads.

We understand you have been asked to peer into the crystal ball and develop a plan for some 50 years ahead, providing service for half a million people. We applaud this strategy and ask you to think not in terms of how it is, but rather to consider how it could be and how we are to get there. We also ask that you be far-sighted in your vision.

Consider cities like Portland, Oregon, that saw transit ridership grow 20% faster than vehicle miles traveled from 1990-1996. How did they do it?

Consider also projects like Boston's ten-lane underground highway known as the "Big Dig." This project originally projected to cost \$2.5 billion had increased to \$14.1 billion by 2001 and its completion pushed back several times, is now slated for 2005. A

commuter rail line linking much of the same area was proposed in 1994 at the cost of \$1-2 billion. What can we learn?

In closing let me just say that we are realistic in our expectations for this community. We understand that the 70% public transit usage realized in Stockholm, Sweden is an unreasonable expectation. What we are asking is that you use your collective vision to realize the following expectation for choice that is clearly spelled out in both the Community Form and Residential sections of the Comprehensive Plan: "Transit, pedestrian, and bicycle networks should maximize access and mobility to provide alternatives and reduce dependence on the automobile."